## National Transportation Safety Board PRELIMINARY REPORT AVIATION

NTSB ID: CHI05FA077	Most Critical Injury: None				
Occurrence Date: 03/11/2005	Investigated By: NTSB				
Occurrence Type: Accident	ICAO Report Submitted: Yes				

Nearest City/Place	State	Zip Code	Local Time	Time Zone	
Milwaukee	WI	53207	2302	CST	

Aircraft Information

Location/Time

Registration Number Aircraft Manufacturer Model/Series Number

N8932C Bombardier CL-600-2B19

Type of Aircraft: Airplane

Homebuilt Aircraft? No

Injury Summary:

Fatal

Serious

Minor

None

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Sightseeing Flight: No Air Medical Transport Flight: No

## Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

On March 11, 2005, at 2302 central standard time, a Bombardier CL-600-2B19, N8932C, operated by Pinnacle Airlines as "Flagship 2823," received substantial damage when it veered off the left side of runway 1L (9,690 feet by 200 feet, concrete) at the Milwaukee/General Mitchell International Airport (MKE), Milwaukee, Wisconsin. The captain, first officer (FO), flight attendant, and nine passengers received no injuries. The 14 CFR Part 121 domestic passenger flight departed LaGuardia International Airport (LGA), New York, New York, at 2137 eastern standard time. Night instrument meteorological conditions prevailed at the time of the accident. The flight was on an IFR flight plan.

The pilot reported that the taxi, takeoff, and climb portions of the flight were normal. During climbout through Flight Level 20 (20,000 feet), the #1 Hydraulic Low Pressure caution light illuminated. The captain asked the FO to run the Quick Reference Handbook (QRH) checklist for the caution message. Once the checklist was accomplished, the captain sent Pinnacle's Maintenance Operations Center (MOC) an Aircraft Communications And Reporting System (ACARS) message informing the MOC concerning the caution message. Numerous ACARS messages were sent between the flight crew and the MOC. The QRH indicated that the outboard ground spoilers were not available due to the loss of the #1 hydraulic system, and that a 1.13 landing distance penalty would need to be applied to the landing runway. The captain reported that he decided to continue the flight to MKE after considering MKE's weather and runway length.

MKE Approach Control delayed the flight for about 10 minutes to allow for snow removal operations that were being conducted at the intersection of runway 1L and 25L. The flight was cleared for the approach after flight 2823 intercepted the localizer for the ILS 1L approach.

The flight was cleared to land on runway 1L. The reported winds were 290 degrees at 10 knots, and the braking action was reported as FAIR. The pilot reported that the landing approach was flown at Vref +5 and that he planned to touchdown firm due to the runway condition and the loss of the outboard ground spoilers. He reported that the landing was normal until the airplane started to veer off the left side of the runway. The captain reported the braking action was NIL with no traction on the runway.

The airplane departed the left side of the runway about 4,600 feet from the approach end of runway 1L. The airplane veered across the grass infield before crossing runway 07R/25L. The airplane traveled through the intersection of taxiways A, E, and T before crossing another snow-covered grass in-field where the aircraft went through a snow bank and back onto taxiway B. The airplane stopped near the intersection of taxiway B and M in front of concourse D.

The captain reported that nothing appeared to be wrong with the airplane so the decision was made to taxi to gate E64. The flight crew received progressive taxi instructions and taxied to the gate where the passengers were deplaned via the airstairs instead of the jet bridge.

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## Narrative (Continued)

An examination of the airplane revealed that the forward pressure bulkhead at Fuselage Station 202.75 was compromised. The flaps, the main landing gear doors, the nose landing gear, and various skin panels also were damaged during the accident.

The surface weather observations at MKE were the following:

MKE 120452Z: Winds 270 at 8; visibility 1 1/4; light snow; 900 scattered; ceiling 1,800 broken; 9,000 overcast; temperature -1; dew point -3; altimeter 29.25

SPECIAL MKE 120459Z: Winds 290 at 10, gusts 16; visibility 3/4; light snow; ceiling 500 broken; 2,000 broken; 4,700 overcast; temperature -1; dew point -2; altimeter 29.25

SPECIAL MKE 120509Z: Winds 290 at 12, gusts 17; visibility 2 1/2; runway 1L RVR 2,800 variable 6,000; light snow; few clouds at 400; ceiling 1,000 broken; 7,000 overcast; temperature -1; dew point -2; altimeter 29.25

The Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR) were sent to the National Transportation Safety Board (NTSB) for inspection. Air Traffic Control audio and radar tapes, ground radar tapes, and airport surveillance videotapes were collected and will be examined by the NTSB. The airplane's Maintenance Data Computer (MDC) and the nosewheel steering system's Electronic Control Unit (ECU) were also secured for information downloading.

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Other A	ircraft Involved							<u>'</u>					
Registration Number Aircraft Manufacturer						Model/Series Number							
Accider	nt Information												
Aircraft D	amage: Substantial			Acc	ident C	Occurred Duri	ng: La	nding					
Property	Damage: Airport Facil	ity		•									
Crew	N:	ame				Certificate No. Injury							
Pilot	On File				Oı	n File			None				
2	On File				O	n File			None				
3													
4													
5													
6													
Operato	or Information												
Name Operator Designator Code Pinnacle Airlines Operator Business As													
Street Ad 1689 No	dress onconnah Blvd., Suite	111			City <b>/lemp</b> h	State Zip Code TN 38132							
-Type of	Certificate(s) Held:			•							•		
Air Carri	er Operating Certificate(	s): Flag Carrier/Do	mestic										
Operatin	g Certificate:				С	perator Certif	ficate:						
Regulation	on Flight Conducted Und	er: Part 121: Air C	Carrier		•								
Type of F	light Operations Conduc	ted:											
Flight F	Plan/Itinerary												
Type of	Flight Plan Filed: IFR												
Last Departure Point						State	Airpor	t Identifier					
New York						NY	LGA						
Destination						State	Airpor	irport Identifier					
Same as Accident/Incident Location							MKE						
Weathe	r Information							T					
Investigator's Source:					Faci	ility ID: MKE		Observat	on Time	(Local):	1101		
Sky/Lowest Cloud Condition:					_	Ft.	AGL						
Lowest C	eiling: Broken		500	Ft. AGL	\\	/isibility:	1.5	SM	Altin	neter:	29.2	5	"Hg
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Weather Information (Continued from page 2)									
Temperature:	-1 °C	Dew Point:	-2°C	Wind D	irection: 290				
Wind Speed: 11	Kts.	Gusts:	Kts.	Weathe	er Conditions at Accident	Site: Instrume	nt Conditions		
Administration Data									
Notification From						Date	Local Time		
FAA-AGL-ROC						03/11/2005	2346		
FAA District Office/Coordinator FAA-Milwaukee, WI FSDO			Investigator-In-Charge (IIC)						
Daryl Grubbs					Jim Silliman				